Ever since the project was first drawn up, Shipping technologies have changed considerably. However, the project involve huge expenditure, particularly because of extensive rock dredging requirements. Hence, the project was not pursued for the time being. It is understood that the Government of Tamil Nadu have engaged M/s. Pallavan Transport Consultancy Services Limited for updating the project cost submitted in the Laxmi Narayan Committee Report, 1983, for implementation of Sethu Samundram Project.

Allocation of funds to Inland Waterways Authority

2453. SHRI RAJNI RANJAN SAHU : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Inland Waterways Authority of India (IWAI) is not able to expend due to lack of funds;

(b) whether Government propose to provide adequate funds;

(c) if so, when and if not, the reasons therefor;

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Do not arise.

Review of Road Communication Facilities in various States

2454. SHRI S. S. AHLUWALIA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact the existing infrastructure of road communication in various States has been reviewed particularly in the light of the new economic policy which envisaged substantial growth in activities related to industrial/trading and commercial activities in the country;

(b) if so, outcome of the review;

(c) whether it is a fact that Government have been contemplating to entrust the new roadway construction activities to private enterpreneurs;

(d) if so, tentative details of the terms under which they would be conducting such activities;

(e) alternative proposals if any, which might have also been considered by Government but rejected finally alongwith reasons of their rejection;

(f) whether any separate measures are contemplated to ensure maintenance of the existing National Highway Network; and

(g) If so, details threof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (d) Constitutionally, the Government of India are primarily concerned with the development and maintenance of National Highways only. For all other roads, the respective State Governments are basically concerned in the matter. In view of the Policy of economic liberalisation, the Government is contemplating private sector participation in Highway Sector on BOT (Build-Operate-Transfer) basis. However, the broad modalities in the regard are yet to take final shape. It is too early to give the details of the terms for such participation at this stage.

(e) Nil.

(f) No, Sir.

(g) Does not arise.

Legal Limit of Axle Loading

2455. SHRI NILOTPAL BASU :
SHRIMATI CHANDRA KALA PANDEY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the legal limit of axle load permissible for commercial vehicles playing on National Highways;

(b) what steps are being proposed to be taken by Government in respect of the vehicles having axle loads higher than the above limit;

(c) whether there is any plan to design the pavements for realistic axle loading if it is not possible to counter the over loading of commercial vehicle; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Limit for axle load as prescribed under the Central Motor Vehicle Rules are as under :

	Tons
Single axcle (single wheel) fitted with 1 tyre	3.0
Single axle fitted with two tyres	6.0
Single axle fitted with 4 tyres	10.2
Tandem axle fitted with 6 tyres	19.0
Three axle trailer fitted with 12 tyres	24.0

(b) The State Governments (Transport Department) do not allow registration of the vehicles having axle loads higher than the prescribed limits. However, the defaulters are punished according to the provisions of Section 194 of the Motor Vehicles Act.

(c) and (d) The design of pavements is based on realistic loading. However,